

## **NCTCOG TRANSPORTATION DEPARTMENT FISCAL YEAR 2024 GOALS AND ACCOMPLISHMENTS**

1. **Goal:** Develop and maintain analytical tools for transportation project analysis.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Transportation Council (RTC) Local funds, and local funds.

**Attainment:** Met

### ***Primary Work Tasks:***

1. Maintain and enhance the Regional Travel Models (RTMs) for the Metropolitan Planning Area.<sup>1</sup>
2. Maintain and improve an information system for transportation data. Complete transit survey deliverables. Plan future data and travel survey projects.<sup>1</sup>
3. Provide support for RTM application work. Develop and maintain geographic roadway and transit network files.<sup>1</sup>
4. Enhance the demographic forecasting process and assemble related data.<sup>1</sup>

### ***Principal Performance Measures:***

1. Maintain and enhance the RTMs ensuring usability and proper operation. Improve TAFT network coding and reporting capabilities. Maintain the software applications and archive system of model versions and model runs. Continue investigation of other complimentary models, including a time-dependent network model, non-motorized trip model, traffic analysis model, and scheduled-based dynamic traffic assignment.
2. Continue to develop methods and computer tools to facilitate, disseminate, and optimize the integration of data collected by NCTCOG or provided by partner agencies. Integrate the data into SQL server databases and geographic layers. Provide support to staff and stakeholders for analysis of data. Complete the data visualization and final report of the 2020 Transit Onboard Survey. Develop a multiyear data and travel survey plan to gather travel behavior and travel patterns.
3. Provide support in the use of RTMs through updates to the software application and technical assistance to model users. Develop and maintain geographic roadway and transit network files for support of Metropolitan Transportation Plan and Air Quality Conformity Analysis, specifically roadway and corridor studies.
4. Provide updated set of programs and procedures for demographic forecasts. Document general understanding of the forecasting process. Produce forecasts of population, households, and employment for sub-county geographies for 2050. Provide support for demographic data for the existing forecast. Develop and maintain a regional inventory of land-use and demographic data.

### ***Results:***

1. The NCTCOG RTMs were maintained to be used for projects. Roadway coding tools were enhanced to include more detailed network checks. To improve transit coding efficiency

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

and accuracy, the RTM was updated to be able to create a transit network directly from a transit agency's General Transit Feed Specification files. Model run output visualizations were developed as a possible report format. A new approach to extend the peak periods and new roadway and managed lane analysis tools were incorporated into the RTM. NCTCOG staff organized and maintained the library of model software application versions and an archive system for model runs. The hybrid traffic simulation-based dynamic traffic assignment model for the North Dallas and Collin County area was further calibrated and analyzed by implementing different parameters for lane capacity, saturation flow rate, and signal timing, and adding an origin-destination matrix estimation process in this model. The model was validated against traffic counts, speed and travel time, and intersection approach delay. The development framework of the non-motorized trip model was updated to reflect new data limitations and application needs. Investigation of simulation software platforms to develop the model continued.

2. Databases were populated with the latest traffic count data from the Transportation Department of Transportation (TxDOT), the speeds from the Federal Highway Administration and the transit data provided by the local agencies. Several analyses were performed with these data. Support was provided to staff and stakeholders for analysis of the data. The 2020 Transit On-Board Survey project was completed as the final databases and data visualization were delivered to NCTCOG and the transit agencies. Through meetings between NCTCOG, TxDOT, and the Texas Transportation Institute (TTI), TxDOT agreed to solicit and manage household, workplace, commercial vehicle, and special generator surveys in the NCTCOG region; NCTCOG staff provided input on survey questions, data tables, and sampling plans; and a solicitation was posted in August 2024. NCTCOG, TxDOT, and TTI discussed sources of truck data and classification counts to be included in NCTCOG's data plan.
3. Staff provided RTM technical support to internal and external model users. Periodic meetings were held with internal and external users to introduce updates, train users, and discuss future needs. A current-year transportation network was monitored and updated to reflect the status of the region's transportation system. Roadway and transit networks were developed on request to support the Metropolitan Transportation Plan and Air Quality Conformity analysis, along with roadway and transit corridor studies.
4. Development proceeded on a demographic forecast for 2050 to be used in the upcoming Metropolitan Transportation Plan, Mobility 2050. Input datasets, including baseline small-area estimates, development tracking, land use, and future land use plans were finalized. The forecasting model was executed, model outputs were visualized and examined, and the model was tweaked several times in an iterative cycle to optimize the results. The preliminary results were provided to local governments for their review, which is ongoing as of the end of FY2024. The results of the local review process will be incorporated into the forecast through an adjustment process, and the final forecast is anticipated to be adopted by NCTCOG's Executive Board in November 2024.

2. **Goal:** Engage local elected officials, public- and private-sector organizations, and the general public in the multimodal transportation and air quality planning process.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Department of Defense funds, federal Environmental Protection Agency funds, Federal Transit Administration funds (Section 5307, Section 5339,

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

and Section 5310), federal Regional Toll Revenue funds, federal Surface Transportation Block Grant Program funds, Texas Commission on Environmental Quality funds, TxDOT funds, Texas Water Development Board funds, and local funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Produce print and online content and publications to inform the public and media about regional transportation and air quality issues.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
2. Engage local governments and public and private organizations, including community groups, business organizations, chambers of commerce, local community/technical colleges, and school districts, in transportation and air quality projects and programs.<sup>1</sup>
3. Increase awareness of transportation and air quality programs through outreach and education campaigns.<sup>1</sup>
4. Maintain a Public Participation Plan.<sup>2,3</sup> (FHWA, FTA, TxDOT)
5. Offer multiple ways for the public to learn about and provide input on transportation plans.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
6. Publicize opportunities for public involvement.<sup>2,3</sup> (FHWA, FTA, TxDOT)
7. Provide reasonable accommodation to encourage individuals and groups protected by federal civil rights laws to participate in planning processes.<sup>2,3</sup> (FHWA, FTA, TxDOT)

**Principal Performance Measures:**

1. Publish or contribute to monthly and semiannual newsletters and provide content to other publications, including those developed by the agency. Publish technical reports and other topic-specific publications as needed. Compile data and information from both internal staff and external agencies to create the content for an annual state-of-the-region report. Maintain and update the website and social media resources regularly to ensure current information is being presented. Provide timely responses to media inquiries and distribute press releases as needed.
2. Coordinate with regional partners on transportation and air quality projects and programs; plan for, host, and attend meetings. Provide educational resources to partners. Select and participate in transportation and air quality-related outreach events and educate the public about various transportation and air quality campaigns.
3. Implement transportation and air quality education campaigns. Monitor campaign web traffic and electronic email list of users and surveys to quantify effectiveness of educational campaigns. Provide graphic, 3-D visualization, audio/visual, educational, social media messages, and informational services for local governments, as well as NCTCOG's Transportation Department, on transportation and air quality-related programs/campaigns.
4. Update the Public Participation Plan, as necessary, to ensure that it is up to date with federal guidelines, paying particular attention to environmental justice elements.
5. Hold public meetings, partner to jointly host meetings with other organizations, or offer online opportunities on relevant transportation topics to inform the public and seek input on the decision-making process.
6. Maintain current contact information for individuals, transportation partners, elected officials, businesses, chambers of commerce, and others to whom public meeting notices and notices for online participation opportunities are sent by mail or email. Publicize opportunities for public involvement in newspapers, including minority and Spanish-language newspapers.

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

7. Select locations for public meetings based on physical accessibility and proximity to public transportation. When possible, provide an online viewing option for public meetings to help ensure resident participation in the decision-making process. Provide translation of materials when appropriate according to the Language Assistance Plan.

**Results:**

1. Transportation Department staff published monthly and semiannual newsletters, fact sheets, and technical reports with information about regional transportation and air quality issues. These publications were distributed to partners and the public by mail and online. Staff also contributed to agency publications and provided content to partners. These efforts educated the public about regional programs and projects related to transportation and air quality. This year, the department's annual state-of-the-region report, Progress North Texas, focused on "Using Technology to Get You There," employing a narrative and performance measures to show how regional planning efforts affect communities. Approximately 6,000 hard copies were mailed to policymakers, elected officials, transportation partners, and other interested parties, including school districts, civic organizations, businesses, and public libraries. Additional hard and electronic copies were shared upon request. Flipbook and PDF versions were published online. Regular updates to the Transportation Department website ensured the public had timely and relevant information about current plans and projects, and staff analyzed website usage and traffic to ensure the accessibility of online resources. The department maintained a presence on social media, using Facebook, Twitter, YouTube, Instagram, LinkedIn, and Nextdoor to post regular updates and engaging content in accordance with the department social media policy. In addition, staff received and responded to more than 120 inquiries from the media, matching reporters with subject-matter experts to assist them with their stories about transportation and air quality issues. Furthermore, staff wrote and distributed more than 30 press releases about a variety of projects and programs affecting the lives of residents.
2. The Transportation Department attended 35 community events in FY2024 to communicate information about multiple regional transportation and air quality programs and issues. As a part of Air North Texas Coalition efforts, staff also continued to develop and maintain relationships with a wide range of regional partners to coordinate the regional air quality awareness campaign, holding six conference calls. Air quality educational materials, such as promotional items and outreach campaign elements, were produced for partners and provided for distribution at events. Staff also concluded a Transit Pandemic Recovery Campaign in conjunction with Dallas Area Rapid Transit, Denton County Transit Authority, and Trinity Metro to help increase transit ridership. Campaign tactics and phases were implemented, and materials to educate North Texans about the benefits of using transit were promoted for use by the transit agencies and local partners. NCTCOG staff reviewed campaign results, including those implemented by the transit agencies, and continued outreach efforts to engage the business community. NCTCOG and the three transit agencies met as needed to manage the campaign's implementation.
3. For the Air North Texas campaign, staff used paid education, social media, and partner coordination to increase air quality awareness. Clean Air Corner, the Air North Texas blog, was distributed monthly to more than 9,800 subscribers. Staff also maintained contact with other State, federal, and local air quality partners to collaborate on consistent messaging and themes. Ozone alerts issued by the Texas Commission on Environmental Quality were monitored to ensure local Ozone Action Day and Particulate Matter Alert messages were disseminated to interested parties. Thirty Ozone Action Day Alerts and 38 Weekend Forecasts were distributed to subscribers. Air North Texas website traffic was monitored;

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

the website recorded more than 33,600 users and 44,100 sessions for the fiscal year. On June 7, Air North Texas celebrated the 15<sup>th</sup> annual Clean Air Action Day, which staff implemented with regional partners. For Clean Air Action Day, educational materials and promotional ideas were provided to 35 Air North Texas partners, including cities, counties, and transportation agencies. More than 740 North Texans made over 2,000 commitments to participate in Clean Air Action Day as a result. Communication services continued for other department air quality-related programs and campaigns, such as the Try Parking It commuter tracking program, GoCarma toll discount outreach, and bicycle/pedestrian education. Some materials developed included graphics, outreach campaign materials, original video series with 3-D visualization/animation elements, and educational items. In addition, staff uploaded recordings of meetings to online platforms and the department's YouTube channel for public viewing.

4. Staff monitored federal legislation and guidance to ensure the Public Participation Plan complied with regulations.
  5. Staff held 12 public input opportunities to educate the public on current and future Metropolitan Planning Organization activities and to seek input.
  6. Meeting notifications and other outreach materials were sent through the department's public outreach database of interested parties. At the end of the fiscal year, the database contained about 13,000 people. Notices were published in area newspapers, including minority publications, and translated notices were placed in Spanish newspapers and a Vietnamese newspaper. Online and social media advertising complemented print notices. More than 140 libraries in the Metropolitan Planning Area received public meeting flyers to make available to patrons. Additionally, public meeting flyers were provided to municipal offices.
  7. In accordance with the Public Participation Plan, online public input opportunities included a recorded video presentation; these were posted online as part of the department's standard procedures for public review and comment. As an accessibility measure for individuals without a connection to the internet, print copies of presentation materials were made available upon request. The need and resources available for translation of materials were monitored. Each public input opportunity notice included information in English and Spanish about how to request language interpretation. Also, the department continued its efforts to translate major plans, reports, and other informational pieces into Spanish.
3. **Goal:** Enhance safety and reduce congestion on the transportation system by improving reliability, reducing travel demand, and improving operations of the existing system.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Monitor, implement, and promote the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area, including integration with the Metropolitan

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

Transportation Plan (MTP) and the Transportation Improvement Program.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)

2. Coordinate and oversee committee meetings, outreach events, and educational campaigns.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
3. Enhance the collection, analysis, and reporting of safety-related performance measures.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
4. Participate in and implement projects/activities that reduce traffic incident clearance times and reduce crash injuries and fatalities within the region.<sup>1,2</sup> (FHWA)

***Principal Performance Measures:***

1. Coordinate implementation, evaluation, and tracking of the CMP, including projects and programs that enhance the operation of the transportation system and reduce travel demand. Monitor, track, promote, and implement Travel Demand Management and Transportation System Management and Operation projects in the region. Continue to monitor new project and modification requests and ensure consistency with the MTP.
2. Coordinate and oversee the Regional Safety Advisory Committee and the Regional Intelligent Transportation System (ITS) Task Force. Identify, coordinate, and host safety events, training, and/or groups, as needed. Continue the development of regional safety education and trip reduction campaigns.
3. Analyze, maintain, and request regional safety data, including crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration (NHTSA), hazardous material spill data from the National Response Center, and regional incident management response data from local first responders. Conduct crash data analysis for staff, member agencies, and the public, as requested. Monitor, attend, and participate in activities related to TxDOT Safety Performance target setting as it relates to the Metropolitan Planning Organization; and set targets, monitor, and report on Federal Highway Administration Safety Performance Measures.
4. Offer Traffic Incident Management First Responder and Manager training classes and an Executive Level training course. Implement and oversee activities related to the 2020 Incident Management Equipment Purchase and 2021 Incident Management Freeway Blocking Equipment Call for Projects. Monitor and track Mobility Assistance Patrol Program performance and patrol routes, route coverage, hours of operation, and the efficiency of each patrol program. Continue coordination efforts with regional Commercial Vehicle Enforcement Working Group agencies to initiate additional projects, programs, and training that improve commercial vehicle safety, as needed.

***Results:***

1. An update to the Congestion Management Process (CMP) implementation form was completed. Roadway capacity projects were tracked and evaluated based on the CMP Project Implementation form, including single-occupant vehicle justification. All projects being entered into the Transportation Improvement Program (TIP) through the modification process were evaluated for added capacity and confirmed through communication with TIP staff. The CMP compliance form was updated to improve the modification process and documentation. Staff continued to oversee and manage the Regional Trip Reduction and Try Parking it programs, including vendor oversight and coordination to enhance the website, involvement in employer and community outreach events and commuter, and the general public.
2. Three Regional Safety Advisory Committee meetings were held covering various safety-related topics and items. The Drive Aware North Texas website was maintained and

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

updated, and staff participated in educational outreach that focus on negative driving behavior, including speeding and distracted driving prevention.

3. Regional crash data from TxDOT's Crash Records Information System (CRIS) database was queried, processed, and analyzed for the 12-county region for 2019-2023. Along with National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) data, staff used CRIS crash data to establish federally mandated safety performance targets through 2027. CRIS crash data was also utilized to complete various data requests for internal staff projects and grant proposals, and to analyze crash trends and hotspots. Regional safety-related projects and programs were published in the annual Regional Safety Performance Report; along with additional safety statistics included in a supplemental Regional Crash Fact Sheet for reference. Staff also completed several crash data analysis requests and regional performance analyses included in the annual safety performance report such as the regional contributing factor analysis for serious injury and fatal crashes on limited access facilities. Crash rates were also calculated for the 12-county Metropolitan Planning Area along limited access facilities. Hazardous material incidents were tracked and reported using data available from the National Response Center. Regional incident management performance measures, including incident response and clearance times, were requested/collected as available.
4. NCTCOG hosted six Traffic Incident Management (TIM) First Responder and Manager training classes (including one off-site) and two TIM Executive Level classes, with a combined total of 243 attendees (including 165 first responders and 78 decision and policy makers). Staff reviewed and processed per-class invoices and performance reports, and maintained and updated course material, including coordinating a workshop with course Instructors to update pertinent class material. TIM class registration/attendance information was collected, and website updates were made in order to accurately track and report regional agency attendance. Staff worked with TIM Instructors to execute new agreements to extend their contracts through 2027. Oversight activities related to the 2021 Incident Management Freeway Blocking Equipment Call for Projects continued, including invoice review/approval activities and project monitoring, review of project change requests, and scope updates. Staff also continued to oversee the regional Mobility Assistance Patrol Program and collected/tracked quarterly performance measures and annual responder struck-by statistics from Dallas and Tarrant County Sheriff's Offices, the North Texas Tollway Authority, and the private operators that patrol the North Tarrant Express and LBJ Express managed corridors. Two Commercial Vehicle Enforcement (CVE) training sessions were hosted by NCTCOG staff, in conjunction with the National Traffic Law Center. The sessions were designed for judges, prosecutors, county clerk personnel, and law enforcement and focused on properly enforcing commercial motor vehicle violations. Staff also continued to monitor the use of CVE equipment distributed as part of the Commercial Vehicle Enforcement Equipment and Training Program.

4. **Goal:** Support access to and expansion of general aviation facilities and assist in the safe integration and use of uncrewed aircraft systems (UAS) in the region.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), Regional Transportation Council (RTC) Local funds, and other local funds.

**Attainment:** Met

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

### ***Primary Work Tasks:***

1. Support the Air Transportation Advisory Committee (ATAC).<sup>1,2</sup> (FHWA, FTA, TxDOT)
2. Support data collection to assess the impact of aviation activity on transportation planning and surface access to aviation facilities.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
3. Review and initiate an update to the North Central Texas General Aviation and Heliport System Plan for accuracy.<sup>1</sup>
4. Collaborate with regional educators, industry partners, and governments to seek and provide innovative ways to sustain regional aviation education and workforce programs.<sup>1</sup>
5. Support the Uncrewed Aircraft Systems Safety and Integration Task Force and working groups. Assist in the safe and efficient integration of UAS into the region's existing transportation system.<sup>1</sup>

### ***Principal Performance Measures:***

1. Host ATAC meetings to include briefings for elected officials at the local, State, and federal levels and provide status reports on ATAC activities to other NCTCOG committees. Monitor and track aviation funding provided to the region. Foster more communication and collaboration amongst ATAC members.
2. Update travel time contours to regional aviation facilities, as needed. Write the aviation chapter in the Metropolitan Transportation Plan, Mobility 2050, related to implementation of programs and policies.
3. Seek funding for a new North Central Texas General Aviation and Heliport System Plan.
4. Participate in committees to share data and resources with stakeholders and support curriculum development to assist and facilitate aviation programs. Recreate the North Central Texas' Aviation Education website.
5. Host UAS Safety and Integration Task Force and working group meetings for local, State, and federal partners, as well as industry experts, universities, and other organizations. Coordinate the UAS Task Force to monitor, inventory, and share efforts to implement UAS initiatives within the region.

### ***Results:***

1. Staff facilitated four ATAC meetings and provided status reports on ATAC activities to other NCTCOG committees. Aviation funding provided to the region was monitored and tracked by inventorying Texas Transportation Commission funding and reporting back to ATAC. Staff also coordinated with TxDOT Aviation Department and Federal Aviation Administration representatives for quarterly updates from their organizations.
2. Regional aviation goals and strategies outlined in Mobility 2045 and Mobility 2045 – 2024 Update were monitored. Staff reviewed and scored the aviation section of the Mobility 2050 Policy Bundle applications that were submitted by local governments, transit agencies, and independent school districts. Staff were not required to update travel-time contours to regional aviation facilities in FY2024.
3. Utilizing the most recent North Central Texas General Aviation and Heliport System Plan, staff inventoried heliport facilities. Staff visited general aviation facilities to maintain and establish relationships to support North Texas aviation facilities. No additional funding was received to support a new aviation and heliport system plan.
4. Staff participation continued on the Dallas-Fort Worth Regional Aerospace Consortium. The Consortium monitors aerospace and aviation workforce data. Staff participated on the Tarrant County Community College Advisory Committee, the American Association of Airport Executives (AAAE) Academic Relations Committee, the University of North Texas

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure



Student Chapter of AAAE, Game of Drones Planning Committee, Bell Aerial Robotics Advisory Committee, Fort Worth Drone Advisory Committee, NCTX Aerial Robotics Workforce Committee, Fort Worth Independent School District (ISD) UAS Workforce Steering Group, Irving ISD Aviation Advisory Board, Crowley ISD CTE Advisory Board, and the Midlothian ISD Advisory Board. Work continued with career and technology education programs within area independent school districts to promote aviation education. Participation in these programs was provided through presentations, speaking engagements, and other outreach events, as well as membership on various committees.

5. **Goal:** Develop and implement the Transportation Improvement Program (TIP) and support and facilitate the funding and implementation of transportation projects in the Dallas-Fort Worth Metropolitan Area.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, and Regional Toll Revenue (RTR) funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Begin the development of the 2025-2028 Transportation Improvement Program.<sup>2,3</sup> (FHWA, FTA, TxDOT)
2. Complete the 2025-2028 Transportation Improvement Program and submit it to TxDOT and the Federal Highway Administration for approval.<sup>2,3</sup> (FHWA, FTA, TxDOT)
3. Maintain updated information system to track TIP projects and continue development of new project tracking system.<sup>1</sup>
4. Monitor the status of RTR-funded projects and manage RTR funds.<sup>1</sup>

**Principal Performance Measures:**

1. Conduct meetings with project sponsors and TxDOT districts to gather updates on projects needed for development of the 2025-2028 TIP/STIP.
2. Refine projects in the 2023-2026 TIP/STIP through coordination with cities, counties, and transportation agencies throughout the region. Project modifications will be submitted to TxDOT for inclusion in quarterly STIP revision cycles, as appropriate.
3. Finalize, test, and deploy Release 2.0 of the TIP Development module. Continue enhancing tools/reports in TIP Modification Editing, Invoicing, and Reports modules. Continue development of Geographic Information Systems (GIS) mapping tools, Federal Highway Administration concurrence module, project status tracking, and obligations tracking.
4. Track the implementation of RTR-funded projects by reviewing RTR-funded TIP modifications, coordinating with local government entities and TxDOT, monitoring fund balances to ensure financial constraint, processing closeouts as needed, and submitting

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

Texas Transportation Commission (TTC) minute order change requests after each quarterly TIP modification cycle.

**Results:**

1. Project data was gathered for approximately 1,282 transportation projects being implemented by 78 project sponsors and development of the 2025-2028 TIP was finalized in June 2024.
  2. In the period covered, 380 modifications were made to projects in the 2023-2026 TIP and STIP through the November 2023 and May 2024 revision cycles. There was no February 2024 cycle due to the adjustment to a new quarterly cycle timeline and there was no August 2024 cycle due to the submittal of the 2025-2028 TIP/STIP. During the two cycles, 264 roadway modifications and 75 transit updates were processed; 270 required FHWA and/or FTA review and approval.
  3. Over the past year, a new component was developed and deployed into the Revenue and Project Tracking System (RAPTS) that enabled the development of TIP documents within the system. The new module identifies, tracks, and reports transportation projects recommended by TxDOT and the Regional Transportation Council (RTC). The results are included in the multi-year listing of roadway projects, as well as the eSTIP portal roadway spreadsheets. Furthermore, staff identified, updated, and deployed 73 software programming updates to the existing TIP Mod Submittal and TIP Modification Editing modules to ensure the system operated at its peak functionality and output levels. In addition, 22 enhancements were completed to expand and improve the existing TIP Mod Editing module and make it more user-friendly through database and web page development, maintenance, support, and coordination.
  4. The North Central Texas Council of Governments (NCTCOG) consistently monitored RTR expenditures and programmed amounts, comparing them to North Texas Tollway Authority data provided by the Texas Department of Transportation (TxDOT). This effort involved regular updates and recalculations of RTR account balances, with ongoing close-out efforts focusing on NCTCOG projects and Incident Management Freeway Blocking Equipment grants. The team collaborated closely with TxDOT Finance and District teams through regular meetings, while also working on the development and review of the 2025-2028 Transportation Improvement Program for RTR-funded projects. Other important activities included the creation and submission of various reports, such as County Balance summaries and Texas Transportation Commission Minute Order submissions, along with monthly invoicing reminders and management of RAPTS user accounts.
6. **Goal:** Optimize the advancement, delivery, and longevity of regional transportation projects through a coordinated, comprehensive, data-driven, and performance-oriented linkage of transportation and environmental planning processes based on equity, stewardship, resilience, and sustainability.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Toll Revenue (RTR) funds, and TxDOT funds.

**Attainment:** Met

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

### ***Primary Work Tasks:***

1. Assist TxDOT, the North Texas Tollway Authority (NTTA), transit authorities, and other transportation implementing entities through partnership efforts to expedite the feasibility assessment, general planning, environmental evaluation, engineering review, economic analyses, permitting/approval, prioritization, programming, construction, and performance monitoring of major freeway, toll road, managed lane (e.g., tolled express lanes, truck lanes), thoroughfare, transit, and other multimodal transportation corridor projects.<sup>1,2,3,4</sup> (FHWA, FTA, TxDOT, Local Agencies)
2. Champion and encourage innovative design, energy/material uses and compositions, and construction methods for the projects maximizing cost-effective lifecycle functionality and include measures to facilitate enhanced integration between transportation and environmental mitigation, asset management, infrastructure resiliency, resource preservation, and context sensitivity.<sup>1,2,3,4</sup> (FHWA, FTA, TxDOT, Local Agencies)
3. Coordinate with federal, State, and local partners and provide support for Transportation Department staff to maintain compliance and expand applications with appropriate nondiscrimination laws and regulations among plans, programs, and projects in pursuit of transportation equity objectives within all communities.<sup>1,2,3,4</sup> (FHWA, FTA, TxDOT, Local Agencies)
4. Develop, implement, review, and refine multifaceted analytical tools, benefit-cost analysis (BCA) and return-on-investment (ROI) inputs and calculators, performance and hazard-based data portals, database integration applications, and communication/visualization techniques to help inform, educate, and illustrate on the transportation planning and investment decision-making processes.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)

### ***Principal Performance Measures:***

1. Work cooperatively with North Central Texas transportation providers, federal and State resource agencies, and local governments to identify, track, and enhance the development, delivery, cost-effectiveness, condition, and performance of high-priority multimodal projects. Coordinate regularly with all partners to improve relationships, clarify roles and responsibilities, and advance strategies to reduce project implementation costs, delays, and opportunity barriers for significant transportation projects of all types.
2. Collaborate frequently with North Central Texas transportation providers, federal, and State resource agencies, subject-matter-expert (SME) teams, industrial producers, environmental nonprofit groups, and local governments on strategies to enhance consideration and equitable incorporation of regional economic and environmental priorities within the metropolitan transportation planning process. Engage partners in defining and quantifying methods, opportunities, risks, and benefits in applying those strategies where feasible toward innovative and sustainable design, construction activities, mitigation efforts, vulnerability alleviation, and preservation measures.
3. Provide education, enable training opportunities, and apply best practices for staff and appropriate committees on federal nondiscrimination requirements, as well as monitor and document current efforts, coordinate with public involvement, and evaluate procedures and guidance for the NCTCOG Transportation Department and its partners, as necessary. Produce and update methodologies and planning products to analyze Title VI and environmental justice compliance for North Central Texas plans, programs, and project implementation, and outline progress and/or additional steps toward transportation equity achievements and “Justice40 Initiative” objectives.
4. Coordinate with federal, State, and local entities, as well as with internal department sources, regarding transportation and environmental data needs, applications, collection

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

activities, protocols, and potential linkage or consolidation possibilities in addressing transportation project development, programming, decision making, mitigation needs, and short- and long-term performance. Produce planning products such as maps, databases, dashboards, methodologies, manuals, reports, and other written or visual correspondence to better inform those processes.

**Results:**

1. Staff assisted the Texas Department of Transportation (TxDOT), NCTCOG, regional transportation authorities, local governments, other transportation implementing entities, and private-sector agencies through partnership efforts to expedite feasibility studies, environmental and engineering review/coordination activities, permitting/approvals, programming tasks, and funding initiatives for high-priority projects supporting the region's freeway, toll road, managed lane, arterial, transit, active transportation, and freight supply chain systems. With a plethora of eligible federal discretionary grant opportunities for NCTCOG and partnering agencies via the Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act, substantial work was devoted to the preparation and submittal of multiple grant applications, expanded administration/delivery tasks and databases supporting previous and newly awarded grants, and the continued utilization of a multi-variant planning/decision matrix and coordination framework to proactively "slot" candidate projects with appropriate grant programs.
2. Regular meetings were conducted and additional correspondence/coordination on behalf of the Texas Association of Metropolitan Planning Organizations Statewide Resiliency Technical Work Group, Association of Metropolitan Planning Organizations Technical Committee, and the Federal Highway Administration Transportation Asset Management – Expert Task Group to collectively assist metropolitan planning organizations, local governments, and transportation providers with enhancing incorporation of asset management, resiliency, and risk-based transportation planning/programming data, tools, and best practices. Staff performed subject-matter-expert procurement, updated/executed multiple intra-/inter-agency agreements, conducted partner/stakeholder outreach via a dedicated stakeholder engagement plan, aided in hydraulic/hydrology refinements, and prepared preliminary transportation mitigation optimization analysis on behalf of the multi-year Integrated Regional Transportation, Urban Development, and Stormwater Management Study, designed to address flooding vulnerability/adaptability in rapidly urbanizing areas upstream of the Dallas-Fort Worth urban core. The Section 214 Program with the US Army Corps of Engineers was renewed to help expedite Section 404/408 permitting reviews for regional high-priority multimodal projects.
3. Staff was educated and trained in best practices to integrate equity-based analyses, outreach, and outcomes among various work efforts, along with improved data, tools, and methodologies for benefit-cost ratio calculations to address relevant merit criteria in federal discretionary grant applications. Staff participated in quarterly coordination meetings with NCTCOG public involvement staff, and assisted TxDOT with tribal coordination efforts leading up to initiation of the Denton County Outer Loop Environmental Impact Statement process. Equity-based transportation conditions/needs for disadvantaged communities were identified as part of continued Metropolitan Transportation Plan development, with data/observations resulting from the 2020 US Census, American Community Survey, and multiple US Department of Transportation discretionary grant mapping/reporting resources such as the Climate and Economic Justice Screening Tool.
4. Staff improved the department's data acquisition, management, and evaluation processes via maps, dashboards, analyses, reports, and other planning products developed as

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

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<sup>4</sup> Local Measure

requested by various internal project teams. Other efforts included data collection/analysis related to federal performance measures and project selection supporting the 2025 Unified Transportation Program/NCTCOG's 10-Year Plan, local government bond programs supporting transportation capacity and maintenance projects, participation in and awards from federal discretionary grant programs between FY2009-FY2024, building of connections to authoritative datasets maintained by TxDOT and other partnering agencies, and assistance in general organization and support platforms for the maintenance and sharing of the department's authoritative geographic information systems datasets. Data and analysis practices for various online tools supporting environmental stewardship, mitigation, and resiliency outcomes continue to be updated in addressing Bipartisan Infrastructure Law formula and discretionary funding initiatives. Efforts dealing with asset performance data needs and coordination improvements with respect to National Highway System target setting and progress reporting are also ongoing, especially with regional bridges and off-system pavement segments.

7. **Goal:** Improve air quality through multipollutant emissions reductions and increase use of cleaner transportation fuels.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, US Environmental Protection Agency (EPA) funds, US Department of Energy (DOE) funds, Texas Commission on Environmental Quality (TCEQ) funds, Regional Transportation Council (RTC) Local funds, and other public or private funds and in-kind contributions.

**Attainment:** Met

**Primary Work Tasks:**

1. Initiate, develop, and assist with air quality planning measures that provide demonstrating transportation conformity, development of State Implementation Plans, conducting regional greenhouse gas emissions inventory, and provide research, technical, and educational air quality related projects.<sup>1,2,3</sup> (FHWA, FTA, TCEQ, TxDOT)
2. Pursue competitive grants and provide financial support to local stakeholders in transitioning to the cleanest available transportation technologies.<sup>1,2,3,4</sup> (DOE, EPA, FHWA, TxDOT, Local Governments)
3. Facilitate local stakeholder efforts to transition to alternative fuel vehicles and fuels, support alternative fuel infrastructure planning, and administer activities of the Dallas-Fort Worth Clean Cities Coalition.<sup>1,2,3</sup> (DOE, FHWA, TxDOT)
4. Develop, implement, and maintain strategies to improve energy management and efficiency efforts of local governments.<sup>1,2,3</sup> (DOE, SECO)
5. Coordinate development of a regional climate plan.<sup>1,2</sup> (EPA)
6. Carry out initiatives to reduce emissions from consumer and commercial vehicles. Provide technical assistance, education, and best practices to help local governments, businesses, and other community stakeholders facilitate deployment of lowest-emissions and efficient technologies.<sup>2,3,4</sup> (DOE, FHWA, TCEQ, Nonattainment Counties)

**Principal Performance Measures:**

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

1. As necessary, develop a successful regional air quality conformity analysis, incorporating new or updated projects proposed for inclusion in the Metropolitan Transportation Plan and Transportation Improvement Program (TIP) to confirm that on-road emission levels are consistent with the State Implementation Plan (SIP). Update and maintain a Mobile Source Emission Reduction Strategies database that will ensure the nonattainment area continues to meet federal requirements of timely transportation control measure implementation. Prepare and submit CMAQ annual report(s) of funded projects for use by the US Department of Transportation (USDOT). Prepare multi-pollutant emission inventories for inclusion into a comprehensive information system. Respond to technical and research requests from local municipalities, federal government agencies, Regional Transportation Council (RTC) representatives, and others. Actively participate in local, State, and national technical groups and committees dealing with National Ambient Air Quality Standards (NAAQS), and mobile source issues. Assist the TCEQ, EPA, local governments, and others with the development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements. Coordinate in compiling existing and future emission reduction control strategies for use in maintenance of air quality standards. Stay current and perform sensitivity analyses on EPA, FHWA, Federal Aviation Administration, and other model developments used in regional air quality planning. Continuously monitor and provide updates regarding lawsuits, legislative activities, TCEQ public hearing announcements, NAAQS, and other pollutants, including federal rulemaking activity.
2. Submit competitive grant proposals. Promote funding opportunities related to emissions reductions, alternative fuels and energy, and assist local stakeholders in developing their own grant applications as needed. Provide financial incentives for clean vehicles or infrastructure technologies through grants or rebates.
3. Maintain frequent stakeholder communications and current, relevant website content related to alternative fuel vehicles and infrastructure topics. Host events/meetings to advance local stakeholder knowledge and collaboration. Evaluate local fleet operations and make recommendations about vehicle technologies. Facilitate alternative fuel infrastructure planning and project development across the region. Coordinate regular meetings of the Dallas-Fort Worth (DFW) Clean Cities Advisory Committee. Establish plans, attend meetings, and submit reporting regarding DFW Clean Cities activities as expected of Clean Cities Coalitions by the Department of Energy.
4. Host workshops and roundtables on energy-related topics and distribute related information at outreach events. Encourage completion of energy consumption reports in accordance with Texas Health & Safety Code Section 388.005(c). Promote local government participation in key energy efficiency or energy management programs (e.g., SolSmart, SECO Technical Assistance, RISE Coalition, etc.). Draft a white paper regarding resilience of electric vehicle charging.
5. Develop a Priority Climate Action Plan for the NCTCOG region, including development of a regional greenhouse gas emissions inventory and prioritization of emissions-reduction strategies to achieve multipollutant goals. Coordinate regional stakeholders in submitting a competitive proposal for grant funding to implement regional strategies.
6. Provide information about idle reduction, proper vehicle maintenance, and other consumer-appropriate emissions reduction measures at local events. Host or participate in opportunities for consumers to attend car care awareness events. Engage commercial vehicle stakeholders through a collaborative program. Support the Regional Emissions Enforcement Program by partnering with local law enforcement agencies to conduct on-road enforcement. Develop and promote recommendations for local government actions to encourage vehicle idle reduction. Promote adoption of RTC recommended policies that

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

influence operations within local government jurisdictions and business fleets. Maintain websites to provide technical and policy resources to regional stakeholders, local governments, and businesses.

**Results:**

1. Impacts of the Environmental Protection Agency's (EPA's) MOVES 3 and MOVES 4 models were analyzed for on-road emissions and updated Mobile Source Emission Reduction Strategies (MoSERS) for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects. The 2023 annual CMAQ report was completed and submitted, and emissions reductions to meet FY2026 federal targets were reviewed. Assistance was provided for emissions modeling and grant applications. Planning for ozone attainment continued as the region faces stricter ozone standards. Coordination with EPA, TCEQ, and participation in national and state air quality initiatives also progressed, along with daily ozone level updates for public awareness. Work continued to learn and prepare the region for tougher particulate matter standards. A successful transportation conformity analysis was prepared and is currently under State and federal interagency consultation review. Appropriate agreements were prepared and mostly executed to implement Rider 7 legislative priorities for ozone and particulate matter, directing funds, and monitoring activities to ensure attainment counties remain in compliance with federal standards.
2. Three grant proposals submitted in the previous year were awarded and coordination of grant award agreements began; these included proposals under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Corridor Program, the FHWA Charging and Fueling Infrastructure Community Program, and the Joint Office of Energy and Transportation Ride and Drive Electric funding opportunity. A grant proposal to replace inoperable charging stations was submitted and awarded in response to the FHWA EV Charging Reliability and Accessibility Accelerator Program. Staff submitted and awarded one grant proposal to provide rebate awards to private fleet and public sector entities for heavy-duty diesel vehicles, engines, and equipment replacements, based on an Environmental Protection Agency (EPA) Diesel Emissions Reduction Act funding opportunity. NCTCOG completed documentation and reimbursement of vehicle replacements funded under a previously awarded EPA grant, in which eight new compressed natural gas trucks replaced older diesel trucks. Efforts continued to promote grants offered by the Texas Commission on Environmental Quality, EPA, and those offered by NCTCOG through various communication avenues. Grant administration continued for recipients involved in vehicle emissions-reducing projects under previously awarded EPA grants.
3. Staff provided information on alternative fuel technologies to local stakeholders through weekly Dallas-Fort Worth Clean Cities email blasts, monthly newsletters from the SMARTE and SmartWay affiliate programs, regular updates to webpages (including [www.dfwcleancities.org](http://www.dfwcleancities.org)), and frequent social media postings. Over a dozen different events focused on alternative fuels or electric vehicles (EVs), including webinars, site tours, training sessions, or peer exchange roundtables, were held during FY2024, and materials/recordings from previous events were promoted through YouTube and email blasts directing to online materials. Technical assistance related to alternative fuel adoption and alternative fuel infrastructure planning was also provided through frequent one-on-one outreach and stakeholder follow-ups. Through an annual survey of local fleet activities, data was compiled on local alternative fuel use and resulting emissions and fuel conservation impacts, culminating in awards to 27 fleets who were recognized for their efforts through the Dallas-Fort Worth Clean Cities Fleet Recognition Program. Staff hosted

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

a National Drive Electric Week gathering to provide electric vehicle education to the general public and collaborated with stakeholders on a demonstration of food delivery using electric autonomous ground robots and unmanned aerial systems. Local governments and businesses were engaged in planning and development of alternative fuel and EV infrastructure through the Regional Electric Vehicle Infrastructure Working Group, promotion of EV infrastructure funding opportunities, outreach to employers on workplace charging, training on best practices to support EV charger installations through Charging Smart cohorts, and advisory groups on community concerns related to hydrogen fueling infrastructure development. Staff continued to collaborate with TxDOT on the Texas EV Charging Plan, as well as a working group tasked with developing a report titled Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity; the report was completed at end of FY2024. NCTCOG conducted outreach to engage community colleges and community-based organizations in a program to deploy curricula to train EV charging stations technicians. Activities associated with hosting the DFW Clean Cities Coalition continued, including staff participation in peer exchange with DOE, national laboratories, and other designated Clean Cities and Communities Coalition through monthly virtual meetings, an in-person regional meeting, an in-person national training workshop, and additional webinar sessions throughout the year; quarterly DFW Clean Cities Technical Advisory Committee meetings, and weekly website updates at [www.dfwcleancities.org](http://www.dfwcleancities.org). Data about local alternative fuel prices, the cost of new alternative fuel vehicles and stations, and fleet use of alternative fuel and fuel efficiency efforts were submitted to DOE.

4. During FY2024, NCTCOG staff hosted six workshops and webinars to educate and engage local governments on energy efficiency and management practices, resources available from the State Energy Conservation Office, and requirements related to local government energy reporting. Along with this outreach, staff compiled a list of energy efficiency strategies in electrification and commercial/residential buildings and solicited input on strategies on greatest regional interest; this work was leveraged for the Climate Pollution Reduction Grant work reported previously. NCTCOG worked with various partner organizations to advance energy initiatives, as well as to provide expertise on energy related topics and input on multiple elements. A cohort of local governments was organized to gain solar-friendly SolSmart designation to increase solar energy deployment. Maps showcasing local Property Assessed Clean Energy (PACE) programs and projects were developed. Updates to both the Go Solar Texas ([www.gosolartexas.org](http://www.gosolartexas.org)) and the Conserve North Texas ([www.conservenorthtexas.org](http://www.conservenorthtexas.org)) websites were made quarterly, including postings of webinar recordings and workshop materials. Staff participated with partners to develop subject-matter expertise on key topics, including resilience planning and Distributed Energy Resources (DER) and Virtual Power Plants (VPP), which will inform future work to increase grid resilience relative to EV charging. A whitepaper on the topic of grid-friendly and resilient EV charging infrastructure was completed.
5. The Dallas-Fort Worth Air Quality Improvement Plan: Priority Climate Action Plan (PCAP) was completed and published online at [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) in FY2024. This plan outlines measures to be taken in the NCTCOG region to provide comprehensive air quality improvement across both criteria pollutants and greenhouse gases over the next five years. To develop the PCAP, extensive community engagement occurred, including online surveys and virtual/in-person meetings. Additionally, measures (i.e. projects, programs, and policies) were selected for inclusion in the PCAP and the air quality benefits of selected measures were quantified; a large proportion of the measures are in the transportation sector. Planning began for a longer-range plan, the Dallas-Fort Worth Air

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure



Quality Improvement Plan: Comprehensive Climate Action Plan (CCAP), which will outline measures to be taken over the next 25 years.

6. Staff continued to encourage local governments to implement Locally Enforced Idling Restrictions through the revised Regional Transportation Council Resolution 21-06, Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas. Best practices and consumer-related educational materials for idle reduction were updated and available upon request through the Engine Off North Texas website. A total of 28 local governments had active idle restrictions in place in 2024. Regional Smoking Vehicle Program (RSVP) and car care awareness were promoted to inform the public how consumer behaviors impact vehicle emissions. Through RSVP, 1,420 smoking vehicles were reported and 853 notification letters were mailed to owners of reported vehicles. NCTCOG participated in three Car Care Awareness events at Fix My Ride events in Denton, Argyle, and Grapevine, Texas. These events were set up to educate the public about proper vehicle maintenance through hands-on demonstrations and presentations. Roadside emergency kits were given out to participants, as well as other programmatic brochures and materials. Staff continued to partner with local law enforcement agencies through the Regional Emissions Enforcement Program. Staff attended three commercial vehicle enforcement events located in Cedar Hill, Mansfield, and Midlothian to observe vehicle roadside enforcements and survey vehicle operators. The Engine Off North Texas, Regional Smoking Vehicle Program, NTX Car Care, and Saving Money and Reducing Truck Emissions websites were maintained to provide resources for regional stakeholders, local governments, and businesses. NCTCOG further engaged with fleets and commercial freight stakeholders through SMARTE by promoting previously hosted webinar sessions located on the Transportation Department YouTube channel, distributing 12 online newsletters for more than 500 subscribers, and promoting technologies and sustainable freight practices through our role as an EPA SmartWay Affiliate.
8. **Goal:** Continue to assist communities in the implementation of Sustainable Development initiatives such as bicycle and pedestrian planning, transit-oriented development, land use planning, economic development, parking, and community schools and transportation.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Federal Transit Administration (FTA) funds, federal Regional Toll Revenue (RTR) funds, Regional Transportation Council (RTC) Local funds, and other local funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Implement Sustainable Development infrastructure projects with focus on completion and closeout procedures.<sup>1</sup>
2. Provide planning assistance for land use and transportation projects.<sup>1</sup>
3. Provide meeting opportunities for coordination on coordinated land use/transportation planning for cities and transit agencies.<sup>1</sup>
4. Advance strategic regional transit-oriented development (TOD) data collection and analysis, and planning assistance, as requested.<sup>1</sup>

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

5. Advance the Community Schools and Transportation Program.<sup>1,2,3</sup> (FHWA, TxDOT)
6. Host Regional Bicycle and Pedestrian Advisory Committee (BPAC) meetings.<sup>1</sup>
7. Provide planning assistance for bicycle and pedestrian projects and continue mapping efforts.<sup>1</sup>
8. Continue bicycle and pedestrian data collection and reporting.<sup>1,2</sup> (FHWA)
9. Provide training and webinar opportunities to stakeholders on Sustainable Development principles such as bicycle and pedestrian safety and accessibility, land use, green infrastructure, safe routes to school/school siting, and parking.<sup>1</sup>
10. Provide Regional Bicycle and Pedestrian Safety education and outreach.<sup>1,2,3,4</sup> (FHWA, TxDOT, Local Governments in the Metropolitan Planning Area)
11. Finalize development of a citywide bicycle plan for the City of Irving.<sup>1</sup>
12. Prepare and promote the development and adoption of Complete Streets policies by local jurisdictions in the region, a check list/guide for Complete Streets, and performance measures.<sup>1</sup>
13. Continue GIS mapping, analysis, and recommendations for priority investment in pedestrian and bicycle infrastructure projects located in bicycle facility priority zones in proximity to transit stations/stops/corridors.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
14. Continue development of Regional Parking Management Initiatives tools and resources.
15. Continue development of corridor-level Silver Line TOD Plan for DART and corridor cities.<sup>1,2</sup> (FTA)

***Principal Performance Measures:***

1. Work with local governments to implement projects by continuing oversight of design and construction on various Sustainable Development infrastructure projects. Review progress reports and invoices and provide overall project tracking and reporting of the program. Continue a focus on project closeouts.
2. Perform work related to planning technical assistance, workshops, land use and demographic analysis; green infrastructure such as the Green-Grey-Blue Program; review of existing conditions, policies, zoning, and code requirements.
3. Host Coordinated Land Use and Transportation Planning Task Force meetings or training opportunities during the year.
4. Develop regional data-driven transit-oriented development (TOD) planning resource products based on metrics such as demographics, land use policy, and development outcomes. Perform work related to planning technical assistance for TOD planning as needed by local governments.
5. Develop tools and resources and provide technical assistance related to safe routes to school, school siting, and land use. Complete development of a regional safe routes to school action plan and host a 2024 Walk to School Day program.
6. Prepare meeting information and advertise for BPAC meetings. Develop agendas and presentations that provide educational information and updates on programs, projects, and funding opportunities.
7. Continue efforts to develop and fund regional trails. Provide an updated mapping database for the Regional Veloweb, community pathways, and on-street bikeways, and provide technical assistance for community plans and project development.
8. Continue monitoring bicycle and pedestrian count data throughout the region, provide data to the Texas Bicycle and Pedestrian Count Exchange, and provide periodic reports of count data.
9. Host workshops/training sessions on Sustainable Development principles.
10. Continue regional safety outreach and promotion of LookOut Texans by providing education materials and items at events and online throughout the year.

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

11. Prepare recommendations, action items, and the finalized Irving citywide bike plan document.
12. Continue to provide technical assistance and monitor the number of locally adopted Complete Streets policies in the region. Prepare templates and materials that encourage and support the adoption of Complete Streets policies by local jurisdictions. Prepare a regional planning approach for Complete Streets with associated guidance.
13. Provide planning-level recommendations and opinions of probable cost for priority implementation sections of the Regional Veloweb, community trails, and sidewalk infrastructure that close significant gaps in the network and improve access to transit stations/stops/corridors, including high-frequency bus routes in the Trinity Metro system.
14. Develop data-driven tools, strategies, and plans, and provide technical assistance to support management and programming of efficient parking at various locations in the region.
15. Continue data collection and coordination with Silver Line TOD stakeholders. Advance work in pedestrian and bikeway routes to rail stations, jobs/housing balance analysis, and parking review. Develop corridor level recommendations.

**Results:**

1. Staff continued to work with local governments to implement projects in the Sustainable Development Funding Program. Three Regional Toll Revenue (RTR) or Regional Transportation Council (RTC) Local funded infrastructure projects (Lake Highlands TOD Multimodal Connectivity, Dallas Collective, and North Richland Hills Smithfield Transit-Oriented Development) and two landbanking projects (Irving Heritage District Landbanking and North Richland Hills Smithfield Road Landbanking) are currently underway. Three CMAQ/STBG funded projects (Lewisville College Street, Ennis UPRR Safety Zone, and DCTA Intermodal Transit Center) are currently underway. One CMAQ/STBG funded project (Irving SH 356/Irving Boulevard) is complete. Staff continued development of metrics and data collection/analysis for an evaluation study of completed Sustainable Development Funding Program projects. Locally led initiatives and other Sustainable Development projects were tracked.
2. Staff provided project review and technical assistance of existing conditions for transportation projects of potential regional significance. The fourth call for projects for the Blue-Green-Grey Funding Program was initiated, scoring and evaluation were completed, and three projects were recommended for funding.
3. Staff hosted four quarterly meetings of the Coordinated Land Use and Transportation Planning Task Force in FY2024. Presentations were prepared and an updated contact list of appropriate local government staff was maintained. Each meeting featured a focus issue on current regional land use and transportation topics with speakers recruited by staff to present local, State, or national best practice examples. FY2024 topics included development around multimodal context-sensitive streets, local government metropolitan planning organization coordination, infill redevelopment transportation impacts, and transit-supportive land uses with affordable housing.
4. Coordination meetings were held with area cities for ongoing transit-oriented development projects and possible regional support. Staff prepared updates to the inventory TOD projects around regional rail stations and identified designated affordable housing units for further analysis. Grant applications to pursue federal funding for future TOD corridor planning were prepared.
5. Technical assistance was provided to cities and independent school districts regarding planned or proposed school sites and Safe Routes to School projects and efforts. Staff initiated the development of a Safe Routes to School Plan for the City of Richardson and completed existing conditions observations and data collection. An effort to coordinate

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

crossing guard establishment across the region was continued and a \$5 million federal Safe Streets for All grant to develop a regional crossing guard model was applied for and awarded. Safe Routes to School projects awarded funding as part of a Transportation Alternatives Call for Projects were monitored for progress in advancement and coordination provided when needed. Staff completed planning and preparations to implement Bike to School Day and Walk to School Day outreach and encouragement efforts, providing free supportive materials to a total of 30 participating schools in the region. Methodology contained in the Safe Routes to School Regional Action Plan was revised and a final draft completed. Initial project planning for development of teen driver education and materials outreach targeting high schools and independent school districts in the region was initiated.

6. Four quarterly meetings of the regional Bicycle and Pedestrian Advisory Committee were conducted. Information shared related to a wide variety of topics such as final rulemaking related to public right-of-way accessibility guidelines, roadway safety audits, TxDOT Statewide Active Transportation Plan, using detection software for data collection related to curb ramps and compliance with the American with Disabilities Act, lessons learned from reducing posted roadway speed limits, addressing bicyclist safety through the development of crash modification factors for bikeways, options for using composite fiber material on trail bridge construction, coordination of dedicated bicycle signals at roadway intersections, complete streets policies, and an overview of the Bicycle Friendly Community application process.
7. Ongoing updates were continued throughout the year related to the regional database of trails and on-street bikeways, which is provided on an online interactive map and used for multiple ongoing plans and studies throughout the region. The updated database will be integrated into Mobility 2050. Staff provided trail and bikeway master plan GIS files to various consultants coordinating TxDOT highway improvement planning/projects and for various local government trails and bikeway master plan efforts. Coordination continued with Dallas Area Rapid Transit (DART) and local governments to complete the engineering design and initial construction phase of the Cotton Belt Trail being implemented with the DART Silver Line Commuter Rail project. Staff coordinated applications for funding of Cotton Belt Trail construction that DART submitted to USDOT (Reconnecting Communities Pilot grant) and FHWA (Active Transportation Infrastructure Investment Program).
8. Staff continued monitoring data collected by bicycle and pedestrian count equipment throughout the region, and provided count data for the TxDOT statewide bicycle and pedestrian count exchange, which is published online at <https://mobility.tamu.edu/bikepeddata/>.
9. No specific trainings were held this year.
10. The “Look Out Texans Bike-Walk-Drive Safely” regional safety campaign continued throughout the year via the campaign website, [www.lookouttexans.org](http://www.lookouttexans.org). Various education and outreach materials for community events were provided. Staff coordinated with local governments and regional partners to promote safety tips through social media posts and newsletter articles. Ongoing promotions of videos highlighting regionally significant trails through social media and local stakeholders were continued. The Highlighted Regional Trails of North Texas brochure was updated and copies distributed to stakeholders around the region.
11. Staff coordinated with the City of Irving to complete the citywide on-street bike plan, including various coordination meetings with city staff and ongoing stakeholder meetings. A final plan was completed and adopted by the Irving City Council, including recommendations for the recommended bikeway network and action steps for implementation. Consultant assistance was used to review and provide recommendations

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

for various alignments for on-street bikeways to connect with four DART Orange Line light rail stations, including 15 percent design concept plans and opinions of probable construction costs.

12. Research continued for elements to include in regional guidance for Complete Streets policies. Staff facilitated a stakeholder roundtable discussion about local Complete Streets policies to gain perspective of local government staff about opportunities and hindrances for adopting a local policy by area cities.
  13. Recommendations were finalized for priority sidewalk improvements in portions of Fort Worth as part of the Trinity Metro Pedestrian Access to High-Frequency Bus Route Study (Camp Bowie Route 002).
  14. Staff analyzed the parking demand data collected from a study of over 100 private developments, along with corresponding context variables, and drafted a report and online interactive dashboard to assist local stakeholders in parking management and policy updates.
  15. Recommendations were finalized for priority sidewalk improvements to future rail stations along the DART Silver Line commuter rail corridor focusing on stations in Addison, Dallas, Richardson, and Plano. In addition, staff coordinated, with consultant assistance, to review and provide recommendations for various alignments of on-street bikeways and trail connections to Silver Line rail stations and the associated Cotton Belt Trail in Addison, Carrollton, Dallas, and Plano. Various meetings were conducted with local representatives to identify preferred bikeway alignments, 15 percent concept plans, and opinions of probable construction costs. Parking counts at over 35 private developments were completed to inform future TOD parking ratios and management practices. Analysis and comparison to context data and local policy for parking are ongoing. Staff have drafted a TOD land use conditions summary for the Silver Line Jobs/Housing Balance study and will continue to analyze different land use scenarios and their impact on ridership.
9. **Goal:** Coordinate and support the planning for and deployment of emerging transportation technologies to improve the region's transportation system.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits.

**Attainment:** Met

**Primary Work Tasks:**

1. Sustain and expand current efforts to implement transportation innovations across the region.<sup>1</sup>
2. Continue to establish initiatives to enhance and accelerate both planning and deployment of new mobility technologies across the region.<sup>1</sup>
3. Support efforts by local, regional, State, and academic institutions to explore the impacts and planning considerations of automated transportation technologies.<sup>1</sup>

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

### ***Principal Performance Measures:***

1. Encourage the deployment of automated vehicle technologies, cultivate transportation data sharing capabilities by local partners, support development of shared mobility services, educate regional decision makers and the public on automated vehicle technology and planning considerations, and coordinate with local and State government entities on “smart city/smart transportation” initiatives. The internet and other technology will be used as a tool to assist in transportation demand management.
2. Introduce and receive approval from the NCTCOG Policy Committee to develop a new phase of project development within the Transportation Technology and Innovation Program.
3. Develop web-based informational resources, data-driven forecasting, and modelling tools for long-range transportation planning, as well as continue to cultivate partnerships with local, regional, State, and academic entities.

### ***Results:***

1. NCTCOG staff actively encouraged the deployment of automated vehicle technologies and promoted transportation data sharing among local partners. Advised North Texas cities on automated vehicle solutions for mobility challenges and supported shared mobility services deployment. Educated regional decision makers and the public on automated technology and planning, collaborating closely with local and State governments on “smart city/smart transportation” initiatives. Worked closely with the Federal Highway Administration and City of Fort Worth to scope the implementation of broadband as a transportation mode along the East Rosedale and East Lancaster corridors. Drafted Connected Vehicle System Interface Requirements to provide guidelines and standards for connected vehicle technology deployment by the public sector agencies. Began to implement the Freight Optimization project with seven cities as partners to enhance freight traffic flow near freight-oriented developments in North Texas.
  2. Staff worked to update project status of automated vehicle projects selected by the Regional Transportation Council. Worked closely with implementing agencies and the Federal Highway Administration to get the project in an approved Transportation Improvement Program and get funding agreements executed.
  3. Working closely with the North Texas Center for Mobility Technologies (NCTMT), selected projects continued to move forward. Work continued on an advanced parking system which will support higher levels of vehicle autonomy and increase efficiency of parking in dense urban areas. The 5G Infrastructure Test Platform project and projects relating to Advanced Air Mobility and Urban Mobility Systems continue to move forward. A new project for Intelligent Power Management Strategy for Electric Vehicle Grid Integration in Localized Communities was scoped and an agreement will be executed in FY2025.
10. **Goal:** Monitor and implement the Metropolitan Transportation Plan (MTP), Mobility 2045 Update; begin developing the next plan, Mobility 2050; and perform planning studies to evaluate and refine roadway, transit, and freight projects recommended in the MTP.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), North Texas Tollway Authority (NTTA) funds, TxDOT funds, and public or private funds.

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

**Attainment:** Met

**Primary Work Tasks:**

1. Monitor projects in the current long-range plan and develop projects for the next plan, conducting regular coordination with transportation planning partners and providers to identify potential modifications to the recommendations listed in the Metropolitan Transportation Plan.<sup>1,2,3</sup> (FHWA, TxDOT, NTTA)
2. Monitor and evaluate potential revenue available for transportation projects between the years of 2023 and 2045. Begin to develop financial forecasts for the 2050 Metropolitan Transportation Plan.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
3. Evaluate transportation system needs and develop potential alternatives on major travel corridors between the years of 2023 and 2050.<sup>1,2,3,4</sup> (FHWA, FTA, TxDOT, NTTA)
4. Monitor system performance, develop and track performance measures through the development of new tools, and incorporate performance-based planning in the implementation of the current Metropolitan Transportation Plan and the development of future Metropolitan Transportation Plans.<sup>1,2,3</sup> (FHWA, FTA, TxDOT)
5. Engage the public in the process of developing the 2050 Metropolitan Transportation Plan and provide results of the planning process.<sup>2,3</sup> (FHWA, FTA, TxDOT)

**Principal Performance Measures:**

1. Identify, evaluate, recommend, and develop roadway, transit, freight, and multimodal improvements for implementation of the current Metropolitan Transportation Plan and the next plan through a collaborative process with transportation partners.
2. Document estimates of future year revenue availability using tax and revenue estimates from federal, State, local government, and private sector sources. Compile revenue sources and draft expenditures for Mobility 2050.
3. Produce reports that compare multimodal alternatives for inclusion in the Metropolitan Transportation Plan and follow-up efforts such as required environmental evaluation studies.
4. Monitor and assess transportation system performance using observed data and a variety of planning tools, including the Travel Demand Model. Monitor progress towards adopted performance targets and report performance results.
5. Develop and maintain online tools to inform and educate the public on the transportation planning process and the recommendations included in the Metropolitan Transportation Plan. Present information at committee and public meetings.

**Results:**

1. Regular coordination meetings and other project-specific ad hoc meetings were held with transportation partners to monitor the progress of ongoing multimodal studies and evaluate the effectiveness of design concept and design scope. Project recommendations were refined through more frequent meetings with transportation partners and added to the plan through an amendment or queued for future plan development. Staff collaborated with multiple freight railroad companies, the Texas Department of Transportation, cities, and counties on regional/corridor transit studies, including passenger rail corridors; freight studies, including, a new regional freight mobility plan, truck corridor studies, freight land use studies, at-grade rail crossing safety initiatives; truck lane restrictions, and

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freight/passenger rail mobility; and roadway studies, including feasibility analyses and preliminary engineering/environmental analyses.

2. Revenues were forecasted to estimate the reasonable financial capability and financial constraint for the next plan in development, Mobility 2050. Federal, State, and local revenues were monitored and forecasted, including the influx of funding from the new Infrastructure Investment and Jobs Act legislation, local bond revenue, State revenues from Propositions 1 and 7, and other sources.
3. Roadway alternatives were evaluated to determine capacity needs within logical constraints on freeway and arterial corridors. Alternatives were also performed to calculate the benefits of providing optimal operational improvements on arterials. Travel model support and coordination was provided for new and ongoing major roadway corridor studies, as well as thoroughfare planning and subarea studies. This effort included roadway network coding, travel demand modeling, the development of alternative scenarios, demographic review, historical volume research, volume change analyses, and select link and origin/destination analyses.
4. The mobility plan's existing performance-based planning process was utilized. This included incorporation of updated data, trends, and targets for federally required performance measures as required by rulemaking. Work continued to enhance performance measurement framework designed to quantify the performance of the region's transportation system relative to the goals of the plan.
5. Several webpages, dashboards, and mapping tools were maintained on Metropolitan Transportation Plan webpages to inform the public of the transportation planning process and opportunities for public input. A public-friendly needs assessment survey and GIS-based tool named Map Your Experience were promoted in person and online to provide a platform for the public to make location-specific comments related to transportation within the North Central Texas region. Presentations were given to local partners and the mapping tool was made available at community outreach events. Public education campaigns were developed to make the public aware of the online tool and solicit input. Findings from the tool's data were compiled in monthly comments reports provided to the Regional Transportation Council and the public. Work began on a database to house public input to be utilized in the planning process.

11. **Goal:** Enhance public transportation options and implementation in North Central Texas.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, TxDOT funds, Regional Transportation Council (RTC) Local funds, and other public or private funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Provide recommendations to the Regional Transportation Council for programming of FTA funds to support the operation of public transportation services in the region.<sup>1,2</sup> (FTA)
2. Serve as the FTA Designated Recipient for Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

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<sup>4</sup> Local Measure



(Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) funds on behalf of public transportation providers in the Dallas-Fort Worth-Arlington Urbanized, Denton-Lewisville Urbanized, and McKinney-Frisco Urbanized Areas.<sup>2</sup> (FTA)

3. Manage projects awarded Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP) Act funds in the Dallas-Fort Worth-Arlington Urbanized Area.<sup>2</sup> (FTA)
4. Serve as the lead agency for regional public transportation coordination and planning activities in the 16-county North Central Texas region.<sup>2,3</sup> (FHWA, FTA, TxDOT)
5. Coordinate existing and planned transit studies and assist in planning activities, including technical assistance for service initiation and service modifications.<sup>2,3</sup> (FHWA, FTA, TxDOT)
6. Coordinate transit services and implement innovative transit-related projects and programs to encourage the use of sustainable transportation options and access to public transportation services.<sup>2,3</sup> (FTA, TxDOT)
7. Identify and implement new and revised federal transit regulations.<sup>1,2</sup> (FTA)
8. Monitor, implement, and promote the Regional Vanpool Program outlined in the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area and Metropolitan Transportation Plan (MTP) documents.<sup>2,3</sup> (FTA, TxDOT)

***Principle Performance Measures:***

1. Develop annual Transit Section program of projects, and coordinate programming of funds in an approved Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP).
2. Administer the Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).
3. Obtain reimbursements for project implementation and reports summarizing compliance per federal guidance.
4. Monitor progress towards goals and strategies; continuously review data for existing and planned projects and service to include networks, routes, and on-demand services; and facilitate task forces, working groups, and partnerships. Present data analyses, participate in public involvement activities, produce maps, document needs, identify gaps in transit services, and provide solutions to improve public transportation.
5. Perform work related to planning technical assistance, demographic analysis, review of existing conditions, and develop recommendations. Continue to monitor and manage existing consultant planning studies, review deliverables as available, and participate in the public involvement process. As studies are concluded, complete closeout procedures.
6. Identify strategic partnerships to establish or sustain transit services in the region. Develop and coordinate funding of project awards to transit services providers and public transit entities to address gaps in transit service and provide solutions to improve public transportation.
7. Provide plans and guidance to subrecipients in response to new regulations; assist transportation providers to revise policies, procedures, and plans based on new regulations.
8. Continue to manage and oversee the Regional Vanpool Program. Coordinate with transit agencies to create and promote a more streamlined program. Present data analysis, produce maps, document origin/destination of vanpools and track vanpool-related performance measures.

<sup>1</sup> NCTCOG Measure

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<sup>3</sup> State Measure

<sup>4</sup> Local Measure

## **Results:**

1. Coordinated with nine public transportation providers and four local municipalities to process Fiscal Year 2024 Program of Projects ensuring TIP/STIP inclusion and approval, for a combined total of approximately \$190.2 million in federal funds through Federal Transit Administration (FTA) programs.
2. Managed 23 FTA grants totaling \$100 million in federal funds on behalf of eight subrecipients. Coordinated and submitted 60 quarterly progress reports, four Charter Service reports, six National Transit Database (NTD) annual reports, and 48 NTD Ridership & Safety and Security reports.
3. Managed one Coronavirus Aid, Relief, and Economic Security (CARES) Act grant and performed administrative functions supporting grant-funded projects, including disbursement of \$560,000 in CARES Act funds to subrecipients. Managed one American Rescue Plan (ARP) Act grant and performed administrative functions supporting grant-funded projects, including disbursement of \$635,000 in ARP funds to subrecipients.
4. Began activities to prepare for the next update of the regional public transportation coordination plan for North Central Texas, Access North Texas. Coordinated three regional mobility manager meetings with 25 transit partners and social service organizations to facilitate discussion and share best practices on regional mobility topics. Topics included mobility and outreach initiatives from transit authorities and overview of regional projects such as the Dallas-Fort Worth Air Quality Improvement Plan, Access North Texas, and Try Parking It. Collaborated with transit partners regularly through meetings and workshops to ensure ongoing and upcoming plans, projects, and major events in the region were coordinated.
5. Work began on the McKinney Corridor commuter rail study with preliminary modeling efforts and station area analysis. Substantial progress was made toward completing the East Dallas, Kaufman, and Rockwall Counties (EDKR) Transit Planning Study, including reports on travel patterns, a transit market and gaps analysis, and scenarios for new on-demand transit and fixed-route services in the study areas that were assessed for feasibility and potential operations and maintenance costs. The final tasks for the study, which will develop funding and implementation recommendations, were also started. The Fort Worth 76104 Transit Needs Assessment, initial public outreach, and survey were completed, and data was analyzed to develop scenarios and draft recommendations in coordination with transit partners. In addition, technical assistance was provided to aid in planning and service improvements for smaller providers in the region, including the development and maintenance of an interactive web mapping tool for Span Transportation in Denton County.
6. Project proposals were solicited in two cycles for the Transit Strategic Partnerships Program. During the year, three projects were approved, and another was received and reviewed for funding recommendation. These projects address gaps in service for seniors and individuals with disabilities in the City of Forest Hill, introduces a dynamic route service in the City of Arlington, connects critical transit services in Collin County, and introduces a mobility call system and volunteer driver program for a portion of Southern Dallas County and part of Ellis County. In addition, as part of sustaining and enhancing access to public transportation services in the Southern Dallas Inland Port area, technical assistance was provided to the local Transportation Management Association (TMA), Dallas Area Rapid Transit (DART), STAR Transit for local services, and Dallas County to introduce a Local Government Corporation (LGC). Coordination also continued with Trinity Metro and the cities of Forest Hill and Mansfield.
7. Coordinated with five subrecipients regarding changes to programmatic requirements, including updates to the Public Transportation Agency Safety Plan. Provided ongoing

<sup>1</sup> NCTCOG Measure

<sup>2</sup> Federal Measure

<sup>3</sup> State Measure

<sup>4</sup> Local Measure

guidance on federal regulations associated with Drug and Alcohol Program, Satisfactory Continuing Control, Section 5307, Section 5310, Transit Asset Management, Americans with Disabilities Act, Title VI, Maintenance, and Procurement.

8. Management and oversight of the Regional Vanpool Program continued. Coordinated with the Denton County Transportation Authority (DCTA) and Trinity Metro regularly to discuss and strategize growing the program, marketing, and outreach, as well as best practices. Provided data analysis, produced maps, documented origin/destination of vanpools, and tracked vanpool-related performance measures. At the end of Fiscal Year 2024, 297 vanpools were in operation, which contributed to vehicle miles traveled (VMT) reductions, along with reducing volatile organic compound and nitrogen oxide emissions.

12. **Goal:** Successfully implement a performance-based planning and coordination process.

**Funding Source:** FY2024 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]).

**Attainment:** Met

**Primary Work Tasks:**

1. Review evolving rules and regulations related to federal performance-based planning and coordinate with partners on development of targets.<sup>2,3</sup> (FHWA, FTA, TxDOT)
2. Support local performance planning and initiatives to assist the region in congestion, air quality, and safety priorities due to limited resources.<sup>1,2,3,4</sup> (FHWA, FTA, TxDOT, Local Governments)
3. Strengthen the role of data and performance measurement in the transportation decision-making processes.<sup>2,3</sup> (FHWA, FTA, TxDOT)

**Principal Performance Measures:**

1. Coordinate internal meetings among staff and monthly meetings with staff and partners. Coordinate presentations and action items for committees as needed. Adopt federal performance measure targets as required.
2. Develop trends and analyses for use in strategic planning.
3. Enhance/expand data collection, databases, analysis methodologies, and other processes to support performance-based planning efforts in the metropolitan transportation planning process. Update web-based performance measure monitoring reports.

**Results:**

1. Continued series of monthly statewide performance measurement coordination meetings with metropolitan planning organizations, State, and federal partners to ensure that information was reaching all involved parties. Held internal performance measurement coordination meetings as needed, including an internal performance measurement primer and discussion for all department staff. Targets were adopted as required for a portion of the System Performance, Freight, and CMAQ federal performance measures (commonly known as “PM3”).

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2. Continued COVID-19 performance measurement reporting and analysis of its impacts on the transportation system, with a new focus on metrics that have been the slowest to recover. Performed trend analyses of the System Performance, Freight, and CMAQ Federal performance measures (“PM3”) to support target-setting action. Continued to maintain a performance measurement framework relative to the goals of Mobility 2045 Update, with a new focus on adapting the framework to the goals of Mobility 2050, which is currently under development.
3. Worked to include updated analyses and performance data in analytical planning efforts, including, but not limited to, project scoring for TxDOT’s Unified Transportation Program (UTP). Maintained COVID-19 performance metric webpage.

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